

both the cheapness of conveyance incident to rail roads, and proximity of port, to balance the advantages of the fertile West; and it is fortunate that geographical relations will give to North Carolina the ability to open a cheap route to the West, from which the accessions of toll from the transit trade may so increase the aggregate of income, as to make the home toll low, and yet enhance the value of the road, as a property, so much that, instead of being an expense, it will be a profit to the State.

"If it gives 12 per cent. nett increase, the State gains a sum equal to its cost, and additional to the rise of property consequent on the accommodation. Therefore it is fortunate for North Carolina that the Blue Ridge summit is within her boundaries; because it gives to us, as the most interested party, the command of the communication.

"Rail roads can in no part of our country be made at so little cost per mile as in this State. Most of the materials are on the spot, and labor is cheap; but the manner of building ought not to be slight. A rail road may be rough in appearance, if its stability and accuracy permit of safe speed; and if the top surface under the iron is made hard, to resist the weight of loads, by means of nails driven evenly for the rails to press on, the wood is defended, and about half the iron, as now commonly used, may be saved.

"It appears, from the facts stated, that North Carolina evidently holds, unrivalled, the best ground of communication with much of the west and all the south west. And it seems clear that, after the place and manner of passing the Blue Ridge is decided on, and an outlet secured to the ocean, the rest is easy.

"The surveys so early begun in North Carolina, have ascertained many essential facts, though they have not extended the entire line here suggested. This plan would not interfere with the proposed rail road from Wilmington to Raleigh; for the crossing each other would be, in effect, to give all the interior the choice of both markets, and make the intercourse between the four principal cities, though a little circuitous, short in point of time."

If the road so forcibly recommended by Mr. Sullivan be constructed, or any road, commencing at a point accessible to sea vessels, and terminating at the Tennessee line, the next great object to be accomplished will be the intersection of the State, by rail road communication, from north to south. This should commence at some point on the Roanoke, where it might be connected with the Petersburg and Portsmouth rail roads, and, crossing the navigable rivers of the State above the falls, extend to the South Carolina boundary. It is apparent that the State must be intersected from east to west and from north to south; because our rivers do not, in their natural state, afford an inland navigation; nor can the obstructions be easily removed by canals or other works of art. The Roanoke, Tar, Neuse, Cape Fear, Yadkin and Catawba, are, in truth, magnificent rivers. The bare enumeration of them may well excite an honest throb of State pride. Their volume of waters and their fertile and picturesque banks, may move the admiration of any, and must knit the affections of a North Carolinian to his native land. It is, nevertheless, to be confessed that, in their natural state, they have stronger claims to beauty than usefulness. There are very few rivers any where that do not afford better navigation. Not to mention other obstacles, (of which there are too many,) none of our rivers are navigable over, and some of them not up to the great granite for-